

CLASSIFICATION SECRET

COUNTRY	East Germany	REPORT	
TOPIC	Briesen Airfield		25X1
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			
DATE OBTAINED		PREPARED	18 October 1955 25X1
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED Information		
			25X1

- The following air activity and aircraft were observed at Briesen airfield between 27 August and 16 September 1955:
27 August. Prior to about 1000, the weather was foggy. Later on, the weather improved. There was an 8/10 overcast at an altitude of 2,000 meters and visibility of 6 kilometers. Between 0600 and 1000, there was air activity by jet fighters. At first, four Il-28s took off individually at intervals of 2,000 meters and headed toward the east. The Il-28s assembled in one formation, two aircraft flying close to each other. Later Il-28s towed a sleeve target. The formation of four Il-28s made two local flights, which lasted about 30 minutes. Before landing, the planes approached the field from the east flying in line abreast formation and turned to the south over the field, while Il-28s dropped the sleeve target that it had been towing. When flying a course to the south, the plane on the left side curved to the east first and was followed by the other planes which then landed at a distance of about 2,000 meters. Prior to about 1000, similar flights were repeated about seven times. Between 1020 and 1600, 45 individual flights were performed by Il-28s or U-Il-28s. On the average, these flights lasted about 30 minutes.
1 September. There was a 9/10 overcast at an altitude of 2,000 meters and visibility of 10,000 meters. Between 1400 and 1700, there was air activity by Il-28s or U-Il-28s. The planes took off individually at intervals of 1,000 meters, assembled in formation of four, flying in line abreast formation at intervals of about two wing spans. The flights lasted about 20 minutes. Landings were performed at intervals of about 1,500 meters. Several similar flights were practiced during the reported time. A total of 42 Il-28s or U-Il-28s were parked in a line on the parking area, just north along the southern taxiway. Two Li-2s were seen in front of the flight control station.
5 September. Between 1930 and 2300, there was night air activity, including flights of about 20 minutes duration. Air activity was terminated because of formation of fog. A total of 32 Il-28s or U-Il-28s and 2 Li-2s were parked north of the southern taxiway before air activity started.
6 September. There was no air activity during daytime. The weather was cloudless when air activity started at 1900. One jet bomber individually took off, headed toward the west and remained aloft for about 15 minutes.

25X1

25X1

25X1

25X1

25X1

25X1

25X1

SECRET

- 2 -

25X1

Up to 15 aircraft were aloft at the same time. All planes practiced flying and landing without lighting. Only some lamps were switched on along the runway. Air activity with take-offs and landings in such a rapid succession, as observed on 5 and 6 September, has never before been seen at Briesen airfield. A total of 34 Il-28s or U-Il-28s were parked at the field before air activity started.

7 September. At about 1100, Il-28s [] took off and landed again at 1750.

25X1

9 September. There was 9/10 overcast at an altitude of 1,000 meters and visibility of 2,000 meters. Between 0900 and 1600, jet bombers []

25X1

[] made individual flights each lasting for about 20 minutes.

25X1

Because of bad visibility, red flares were fired from the eastern runway end before aircraft landed.

12 September. Between 1500 and 1600, air activity was observed at

Briesen airfield. The weather was fair. One Li-2 with [] a

25X1

red square on upper edge of rudder unit and olive-drab coat made two flights, each lasting about 20 minutes. During each flight, parachutists bailed out from an altitude of about 800 meters. At first, 6 men bailed out, another group of 6 men jumped out, after an interval of 5 minutes, immediately followed by a third group of 6 men. Between 2000 and 2400, Il-28s or U-Il-28s made individual flights of 10 minutes duration. The ceiling was overcast. The planes were not lighted, only a slight blaze was seen inside the nose. The runway was illuminated only by a few lamps.

13 September. At 1800, 10 jet bombers []

25X1

[] landed at the field. These aircraft have not been observed at Briesen airfield since 2 September 1955. It is not known when these aircraft had taken-off from the airfield. At 1900, there was night air activity by Il-28s or U-Il-28s which flew without position lights. The airfield was not illuminated, except for red lamps on the eastern runway end. Temporarily, more than 20 planes were apparently aloft at the same time. Intervals of take-offs were closer than observed at any time. The planes apparently flew, without any pattern, in the vicinity of the airfield.

25X1

14 September. Between 1400 and 1800, parachute jumps were practiced. A total of 55 men bailed out from Li-2 [] which made four flights. It was generally observed, that there was an interval of 2½ between the opening of the parachute and the touch down of the parachutists, who had bailed out at an altitude of about 1,000 meters.

25X1

15 September. Between 0700 and 1500, there was air activity by jet bombers [] while the ceiling was 10/10 overcast

25X1

at an altitude of 2,000 meters and a visibility of 10 kilometers. During a period of 2 minutes, three aircraft took off and practiced flying outside the vicinity of the airfield, for 25 minutes. Individual aircraft flew over the field at very high altitudes. Ten minutes after the first formation of three jet bombers took off, the next three aircraft took off. It was also observed that planes with red and black numbers flew together in one formation. 1

2. On 6 September, maintenance work was done on aircraft which had practiced flying on the preceding night. Ten to 12 men each worked on 5 Il-28s or

SECRET

SECRET

25X1

- 3 -

U-Il-23s. Exchange of tires was performed by means of a lifting jack. At first, the right tire and then the left tire was exchanged. Each exchange procedure lasted for 15 to 20 minutes. No exchange of the nose tire was observed. 2

3. Sedan [] occupied by air force officers, was seen at the airfield.

25X1

4. In mid-September, it was learned that Soviets in Krausnick had told of a jet bomber that had crashed about 4 months ago. It seems that the Il-23's radio had failed and that three crew members had perished in the crash. It was said that this aircraft was Il-23 [] 3

25X1

1. [] Comment. Briesen airfield is still occupied by one bomber regiment with Il-23s []

25X1

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[] Night flying as observed on 6 and 13 September is particularly noteworthy.

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2. [] Comment. Exchange of tires was previously reported []

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3. [] Comment. No further details in regards to this crash have been reported.

25X1

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